

SPECIFICATION AMENDMENTS

On page 9 at line 19 and carrying over through line 12 of page 10, delete the present paragraph and insert therefor:

-- The arrangement of the fixed pivotal axis 21 of the rear bow member 19 on the safety bar side legs ~~portion~~ 20' and the pivotal axis 23 of the front bow member 17 (which is fixed relative to the rear bow member 19 but floats or moves about the axis 21) creates a unique feature of the convertible soft top 1 of the present invention. More specifically and as best seen in the schematic illustrations of Figure 10-12, this arrangement permits the base 17" of the front bow member 17 to be moved rearwardly along the longitudinal axis 8 of Figure 12 for a distance (D+d) greater than the distance (D) the front bow member extends forwardly in the raised position (R). That is, in the raised position (R) of Figure 12, the front bow member 17 extends a distance (D) along the axis 8. However, in going to the collapsed position (C), the base 17" of the front bow member 17 actually moves rearwardly a distance (D+d). The difference (d) as best seen in Figure 12 is due to the arcuate movement of the pivotal axis 23 of the front bow member 17 about the fixed axis 21. This movement as shown both lowers the axis 23 at h and moves the axis 23 rearwardly at d. With this arrangement and unlike current designs with a fixed pivot for the front bow member 17 with the pivot positioned halfway between the points R and C, the base 17" and side legs 17' of the front bow member 17 now have more flexibility in their design. In particular, the distance (D) of Figure 12 no longer needs to be exactly half of the distance between points R and C along the axis 8. --

On page 10 at line 13 and carrying over through line 8 of page 11, delete the present paragraph and insert therefor:

-- One immediate benefit is that the rear portion 6 of the vehicle body can be extended or lengthened without affecting how

the front bow member 17 fundamentally fits and operates over the door frame 30 in Figure 8 7. It also does not affect how the front bow member 17 releasably secures or clamps to the windshield 10 (Figures 13 and 14). That is, the convertible soft top 1 of the present invention can essentially be adapted for use with vehicles with rear portions 6 of different lengths. Further, this can be done without requiring any significant changes to the design and dimensions of the vehicle forward of the safety bar portion 20 and the vertical section 30' of the door frame 30. Importantly, this means no fundamental changes are needed to previously designed and dimensioned areas such as 16 for the driver and front passenger or the door frame 30. Changes could certainly be made to such vehicles forward of the safety bar portion 20 and door frame section 30' and the convertible soft top 1 of the present invention modified to fit them. However, by the same token, such changes need not be made yet the convertible soft top 1 of the present invention can accommodate extensions to the rear portion 6 of the vehicle body for additional seating or storage space. This feature of the convertible soft top 1 of the present invention can be particularly advantageous in different models of the same vehicle line. In this manner, the design of the vehicle forward of the safety bar portion 20 and door frame section 30' can remain essentially the same from model to model yet varying or extended lengths of the rear portion 6 can also be offered. --

On page 12 at line 32 and carrying over through line 5 of page 13, delete the present paragraph and insert therefor:

-- Referring to Figures 13 and 14 and to maintain the base 17" of the front bow member 17 in the raised position, a header section 51 is provided on the base 17" with one or more clamp ~~clamping~~ assemblies 53. Each clamp ~~clamping~~ assembly 53 is mounted to the header section 51 for pivotal movement about an axis 55 (see Figure 14). In operation, each overcenter hook member 57 of each clamp assembly 53 is selectively receivable in a

recess 59 in the windshield 10 (Figure 14) and securable in place by lowering the clamp handle 61. --

On page 16 at line 11 and carrying over through line 2 of page 17, delete the present paragraph and insert therefor:

-- During such sliding, the protruding member 97 of the sleeve member 91 will contact and move or depress the detent 99 (Figure 22) to a retracted position allowing the protruding member 97 to pass by the detent 99. In this manner, the depressed detent 99 will then rebound or snap back and be received in the other recessed portion 95 (Figure 23). Such rebounding can be tactually felt by the user. It can also be heard by the user as the rebounding detent 99 makes an audible click C. In moving the sleeve member 91 to lock the segments 83,85 in the aligned relationship of Figures 20 and 21, the tactile feel and audible click C each act as a signal to let the user know the locked position has been reached. In this locked position, the sunroof portion 81 will not inadvertently move or open unless and until the sleeve member 91 is slid to the position of Figure 23 to again uncover the pivotal axis 89. This arrangement with the locking or interfering mechanism of the detent 99 and recessed portion 93 bounded by the protruding member 97 essentially serves as a safety feature. Preferably, each side leg 17' is provided with such an arrangement. Also, it is noted that in the open position of Figure 24, the engagement of the block member 63 and the U-shaped member 65 on the door frame 30 further helps to ensure the front bow member 17 remains securely in place even with the sunroof portion 81 open as in Figure 24. --